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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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- Enroute from the Bosphorus to Novorossiysk, [] headed for Mys Doob (N 44-37, E 37-54). The lighthouse on the Cape was located in a conspicuous position at the entrance to Novorossiysk harbor. Three radio masts and a lighthouse were on the point of land opposite Mys Doob, on the southwest side of the entrance to the bay. The bay was seven or eight nautical miles long and extended approximately northwest by north. Coast lights and landmarks were clearly visible. The entrance to the bay was about three or four nautical miles wide. The harbor gradually narrowed to a width of about two nautical miles. The innermost northwest section of the bay was partially obstructed by two jetties, each with an estimated length of 800 or 1,000 meters. About one nautical mile from Mys Doob there was a small village with a wharf. A two-masted vessel, apparently a hulk converted to a schooner and fitted with a signal yard, was moored there. Two launches lay alongside the ship. Soldiers in olive-green uniforms were observed on the landing wharf. There was a small signal station close to the shore, about one nautical mile northwest of the ruins of an old fortress. The fortress was on the coast along the northwest side of the bay, about one and one-half nautical miles from the entrance to the bay. To the rear of the signal station there were several short radio masts, some low earth ramparts, and a wooden watchtower, which stood in front of some low stone houses.

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- The pilot boarded [] ship from a launch, shortly after [] ship had passed a second lighthouse on the northeast side of the bay, about halfway between Mys Doob and the town. The pilot was accompanied by two soldiers wearing green cap ribbons and carrying submachine guns, and by an assistant pilot, who carried the lists to be filled out. Binoculars, sextants, and cameras were collected, and the radio equipment was sealed, while the ship was approaching the harbor.

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3. After passing the jetties, [] ship dropped anchor on the east side of the harbor, where a party of twelve officials came on board. The members of the crew, with the exception of the engineer on duty, were checked individually on deck. The customs clearance was finished rather quickly, after all the lists had been completed. Most of the time was spent checking personal belongings, including clothing, watches, fountain pens, and gold and silverware (sic), all of which had to be produced and listed. Shore passes were issued without delay, and they were valid for the entire stay in the port. Two soldiers and one customs officer were stationed permanently aboard ship during the four days it was in the harbor, and every person leaving the ship had to submit to a body search.
4. The entire harbor inside the jetties was about two and one-half kilometers square. There was a small basin for small craft and fishing vessels on the west side of this area. Trawlers of modern design, including some which were diesel powered, were moored in this basin. They unloaded fish at a refrigerated warehouse in the south corner of the basin. Two Soviet steamers, of 600 dwt, apparently idle, were moored on the east side of the harbor at a pier which was equipped with cranes.
5. The following vessels also were observed at this pier: three small ships similar in appearance to tugs, mounting a canvas-covered machine gun on the fore-deck, with two boats secured bottom upwards on the rather long fantail; several other small vessels; and two pile-drivers, which resembled harbor or building (sic) and surveying vessels.
6. A low watchtower with a searchlight at its base stood in the angle formed by the east jetty and the pier. Northwest of the watchtower lay a corroded hulk with a badly damaged stack. Apparently the vessel had been salvaged and towed by a powerful tug which lay alongside it.
7. The principal section of the town was just south of the jetties on the western shore of the harbor. Buildings on the northern shore included several grain elevators; between 20 and 30 oil tanks, which were located on a hill; and several factories. The largest factory, which appeared to be a lime or concrete plant, was located in the northeast corner of the harbor. There was a stone pier in front of the factory. Cement in paper bags was being loaded on a Soviet steamer using its own gear.
8. Parallel to the pier and a little farther west, there was another stone pier, about 300 meters long and 60 meters wide, at which several 3,000-dwt steamers unloaded mixed cargo and bagged goods (sic). At the shore end of the pier there were two floating cranes, each with a lifting capacity of about 30 tons. On the pier there were two railroad tracks and a large shed. The pier was adjacent to a slipway for vessels of up to 1,000 tons. A lighter was on the slipway. Four piers resting on iron piles were west of this slipway. Two of these piers were used for shipping grain. On each of the piers there was a structure about two and one-half meters high, on which the loose grain was conveyed from the grain elevator on a conveyor belt. The grain was dumped into the holds through tubes.
9. One of the two other piers, at which two Soviet ships were bunkering, had fueling facilities. An Italian steamer estimated at about 2,500 dwt was lying alongside a wooden pier 200 meters long, which was located west of the bunkering pier. There was a large lumber yard at the shore end of this pier. A solidly constructed stone quay, with two cranes, was just to the left of the harbor entrance formed by the two jetties. No vessels were observed at this quay.
10. [] the following vessels were observed in the port: five Soviet ships; one Italian vessel; a ship of undetermined nationality; several trawlers; four tugboats, and various lighters. At one of the quays there was also an old Soviet passenger steamer of between 700 and 800 dwt, which was painted gray and had a black stack. This vessel was taking on cargo. Passengers and baggage were observed on the deck.

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11. The north section of the harbor, where the grain elevators, warehouses, and various other buildings were located, was a prohibited area for members of the crew [REDACTED]. There were about 20 oil tanks on the hills north-northwest of the harbor. The two main streets of Novorossiysk impressed informant favorably. However, the side streets were only partially paved and in bad condition. Few trucks and sedans were observed, but pedestrian traffic was rather heavy. The International Club, which was located near the railroad depot, not far from the harbor, opened at 1600 hours. It was in better condition than the clubs in Constanta and Burgas. Informant noted that the town people were friendly and less reserved than the inhabitants of other Soviet towns. They were dressed more poorly than the people he had observed in Odessa. Sentries were posted in the harbor area. There were few soldiers in the streets.

12. Informant observed no Soviet warships or aircraft. Daily during his stay in the port, however, he noticed vapor trails over the harbor area. The trails, of which there were usually three, were parallel to each other. Similar vapor trails were observed repeatedly over the Black Sea on the return voyage.

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